

LOCAL VESSELS ADVISORY COMMITTEE

Central-Wan Chai Bypass (CWB) Relocation Arrangement of the Affected Vessels in Causeway Bay Typhoon Shelter (CBTS)

Purpose

During construction of the CWB tunnel in CBTS, some vessels therein will have to be relocated to vacate the construction space required. The purpose of this paper is to report and seek members' views on the relocation arrangement of the affected vessels in the CBTS.

Background

2. CWB is a 4.5 km long dual 3-lane trunk road with a 3.7km long tunnel linking up the Rumsey Street Flyover at Central with the Island Eastern Corridor at North Point near City Garden. To minimize the impacts to CBTS due to the construction of the CWB tunnel, reclamation will be carried out in stages while the remaining mooring and anchorage water areas within CBTS will have to be rearranged in tandem. To this effect, this will involve both on-site and off-site reprovisioning arrangements.

3. In 2008, Highways Department (HyD) and Marine Department (MD) jointly organized a series of discussion sessions and public forum engaging the stakeholders and public regarding the relocation arrangement in the CBTS. The recommended option generally accepted by the public is the off-site reprovisioning of the pleasure vessels from the Private Mooring Area (PMA) of the CBTS to mainly the Aberdeen South Typhoon Shelter (ABDTS(S)) while the vacated PMA area will then be used by the affected vessels in Royal Hong Kong Yacht Club (RHKYC) Mooring Area and Anchorage Area during the CWB tunnel construction there. This option was accepted by the public including vessel owners to be the most feasible and acceptable one as it can minimize the impacts to the daily operation and livelihood of the CBTS

users.

Detailed Relocation Arrangement

Private Mooring Area

4. In order to accommodate about 100 additional vessels from CBTS to moor at the ABDTS(S), contract for rearranging and installing the private moorings at ABDTS(S) and Middle Island was commenced in December 2009. The mooring rearrangement works involved the staged relocation of about 350 existing moorings/vessels within ABDTS(S) to enable the removal of existing mooring components and the subsequent laying of about 450 new mooring components in stages. The mooring rearrangement works have been substantially completed in end May 2010. Our current programme is to relocate CBTS pleasure vessels in around end August 2010 to temporarily moor for around 6 years at ABDTS(S) or Middle Island in order to tie in with the tunnel construction in the CBTS. Upon the completion of the CWB tunnel works in CBTS, the vessels can return to CBTS.

5. In end May and early June 2010, HyD and MD jointly organized 3 discussion sessions with the PMA users advising them the detailed relocation arrangement to ABDTS(S) or Middle Island. At the meetings, majority of PMA users accepted the relocation arrangement with some having requested to advance the relocation to ABDTS(S). We are also considering a few owners' concerns on individual mooring locations and will address them as necessary and practicable.

RHKYC Mooring Area and Anchorage Area

6. The RHKYC Mooring Area and Anchorage Area will be reprovisioned within CBTS in phases during the tunnel construction in CBTS. We plan to consult the RHKYC and Anchorage Area's users in July 2010 on the detailed relocation arrangement and to address their concern as far as practicable. Subject to the contractor's programme, it is expected to carry out the first stage of the relocation in around end October 2010.

Temporary Marine Traffic Arrangement

7. Under the tunnel contract in the CBTS, the Contractor will be responsible for the design of temporary mooring / anchorage and the temporary marine traffic arrangement according to the requirements to maintain the operation of the remaining water areas of the CBTS. The Contractor's proposals of temporary mooring / anchorage and the temporary marine traffic arrangement will require approval of the Marine Management Task Force comprising members from various government departments such as MD, HyD as well as the representatives from the mooring / anchorage users and the endorsement of Marine Management Working Group prior to the actual implementation.

8. Members are invited to give their views on the detailed relocation arrangement of the affected vessels in the CBTS. Other suggestions from members, if any, are also welcomed.

Highways Department

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